

Civil Service Sailing Association – East Coast Yacht Division

YH AGM Report for 2023

This is my third and final report as Yacht Husband for ECYD since taking over from Vic Crawshaw in March 2021. This year's focus is upon on Winter Maintenance in 22/23, how your money was spent, issues arising and how matters have been dealt with.

1. Winter Maintenance 2022/23

1.1 In addition to the host of cleaning chores and routine maintenance performed by our members the following improvements are worthy of particular note:

- Re-varnished companionway, including repair/strengthening top step
- Re varnished wash boards
- Replacement mains socket for kettle in galley
- Supporting strut in forward cabin to stop bowing berth.
- Replacement marine ply slats for dinghy floor
- On deck boathook cleaned and re painted
- Fender boards cleaned and repainted.
- Kedge anchor chain replaced with new
- Perspex holder fitted to the inside lid of the chart table for laminated templates
- Perspex cover for Safety Briefing Guide fitted above the top step in the companionway.
- New Holders for the washboards crafted and fitted behind the companionway.
- Cockpit Cover and Frame supplied and fitted; purchase made by private donation.

Most of the above were undertaken by our Club Captain John Figgures and Richard Maxwell.

1.2 In relation to other works, no less important, but too detailed to list we owe thanks to Clive Pelerin, Mary Reed, John Miller, Steve Jones, Gavin Dobbing, Sam Collenette, Julie Bremner, Peter Jones, David Hammond & Jeff Herschell for the host of cleaning chores and routine maintenance.

1.3 Other valuable contributions came from Skippers and their crew who conducted Sea Trials in March 2023, testing our systems and advising on what if anything needing doing before Freyja would set off for the Baltic. Many thanks to John Murray, Les Creswell, Steve Wing, Nick Bowles and Nigel Taylor.

2. How your money was spent.

2.1 Nothing major but a long list of jobs requiring contractor assistance to repair, replace and upgrade. Costs here amounted to £15,638.

2.2 Arguably some of these jobs could be and have in the past been undertaken by Club Members and money saved. Equally some of these repairs could have been avoided.

2.3 I'm a great believer in the saying that "less is more" and when it comes to boating, if something is stuck, brute strength rarely improves matters. Which means if the headsail isn't furling away, then resorting to the winch is not the answer. That sort of stress on the Furlex has financial consequences to the club. Not to mention time taken up by members on charter and the YH to fix what's gone on.

2.4 With that said here's how the money was spent.

Yard Services [£9,018]

- 4yr/1000hr Engine Service;

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- Replacement Galvanic Isolator supplied and fitted.
- Gel coat repairs [numerous].
- Antifouling, hull polishing & anodes checked & replaced.
- Gas servicing & Certification, new regulator fitted.
- Repairs to hull, cutlass bearing and propellor service.
- Teak Repairs [Anchor hatch & Lazarette, again]
- Cupboard doors in heads replaced with new, now gleaming.

Rigging [£2,865]

- Rigging inspection leading to replacement lower spreaders
- Furler repair and service [again]
- Repair to Mainsheet Traveller Upstand assembly.

Electrical Systems [£402]

- VHF Antenna supplied and fitted replaced
- Handset Cable in companionway replaced; and,
- Mastervolt Battery Charger System reprogrammed.

Local Contractors [£1,008]

- Topping lift jammer replaced & fitted.
- Hot / Cold Water Pressure Vessel replaced & fitted.
- All the winches, windlass & cockpit clutches serviced; and,
- Cockpit & coach roof gelcoat deep cut and polish.

Sails & Covers [£1,745]

- Valeting, repair, storage and fitting
- Replacement Sprayhood [Cockpit Cover itself was donated]

Contract Cleaning [£600]

- Upholstery collected, cleaned, stored over layup and delivered on board.

3. Lessons for the 23/24 Layup

3.1 Yard Services were costly this year, however they will be even more if we carry on using this yard, their rates for 2023/24 are an eye watering £75 per hour plus VAT.

3.2 Conclusion is to avoid the larger yard and employ the smaller contractors, who are competent, significantly cheaper and have a genuine interest in working on a quality boat like Freyja.

3.3 The key to getting the best out of them will be maintaining the relationship, positive and frequent communication, developing plans that cater for the proverbial happening.

3.4 Cost savings of up 40% would immediately achievable, if managed locally. Otherwise, we will be hostage to paying the main yard to manage things for ECYD.

4. Evidence Galvanic Corrosion – Update

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4.1 During the **2022/23 layup** all the earthing wires were checked and crimped as necessary. Both the prop and prop shaft anodes needed replacement. They had been doing their job but were much reduced in size.

4.2 Fortuitously we discovered that we had a galvanic isolator fitted. An original fitting that had given up working, difficult to know when it had stopped performing. This was replaced by the yard in January 2023.

4.3 On 12/05/23, prior to our departure to the Baltic we had Freyja out of water for a precautionary out of water inspection. This revealed that the anodes were still working overtime. Worthwhile exercise, just a matter of replacing the anodes and keeping matters under review.

4.4 Next chapter in this saga is a further underwater inspection on return from the Baltic in August 2023. No prizes for guessing what was found. Yes, both anodes a shadow of their former selves. One theory espoused by a local contractor was that “we were too sexy”. Meaning that our boat is just attracting too much current and we should be using less anodes, rather than more. It’s a view.

4.5 Policy for now is to anode as we have before and keep matters under review. Over to the next YH to fathom this one out.

5. The Long Trip

5.1 Before Freyja left for the Baltic there were reports of a freezing plotter in the cockpit. To cut a very long story short, this **Axiom Pro 9** was eventually **replaced under warranty** in Ystad [Sweden] on 4 July. Since that installation similar reports have been made. It might be an overheating issue. Accessing the MFDs via settings can be used to evidence this. Future occurrences will need more detailed reporting to the YH, ideally with screenshots.

5.2 Symptoms experienced have been reported to **Raymarine** within the 6-month warranty period. Now logged with them, they will act on further reports.

5.3 Other issues concerned skippers mentioning that they and their crews had been engaged in regularly bailing water out of the bilges. Suspected to be seawater not fresh. A weeping **Raw Water Strainer** suspected. The seal either not intact or damaged due to almost daily cleaning due to buildup of debris in the strainer itself. A situation that continued from mid-June through till early August.

5.4 Several issues here. This water was not finding its way into the well. This meant that we had standing water over our keel bolts forward of the main well, possibly aggravating the alleged crevice corrosion. An issue raised at the last AGM, followed up in Skipper Familiarisation in March 2023 and underlined in our Skippers Notes.

5.5 Finally in early August, one skipper, with his crew, gripped the situation and cleared the limber holes releasing the water into the well, allowing the pumps to remove it.

5.6 As for the source of the water, still thought to be from the Raw Water Strainer. The O-ring itself had been distorted. This has now been trimmed back, light covering of silicon grease applied and carefully put back into place. Seems to work. Stock of O-Rings now added to spares onboard.

5.7 Lessons for the future. If anyone finds themselves in a situation where you having to remove water from the bilges without the aid of either the electric or manual bilge pump, there’s an issue to be addressed. If not dealt with there will be a problem, if not for you, then someone who follows you. The boat is designed to have water draining into the well. If it’s not happening troubleshoot the problem and get it resolved.

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5.8 On a related matter keeping the well clear requires routine visual inspection. You cannot rely upon the automatic pump as it draws well above the level of the keel bolts. Hence the reminder in our Skipper's Checklist.

6. Winter Maintenance 2023/24

6.1 Phase One. Preparations for layup, will, at the time of this AGM have been completed. All equipment not required over the winter will have been put into our newly acquired storage facility in Ipswich. Freyja to remain in her berth until arrangements are made to have her lifted out for required maintenance and repair.

6.2 The 2023/24 requirement assumes that ECYD will require Freyja as Cat 2 Coded vessel in commission and in use from the beginning of April 2024.

6.3 Subsequent phases of this Winter Maintenance Programme will be largely a matter for the new committee and its members to execute, supported by contracts yet to be let.

Paul Dunn

Retiring YH